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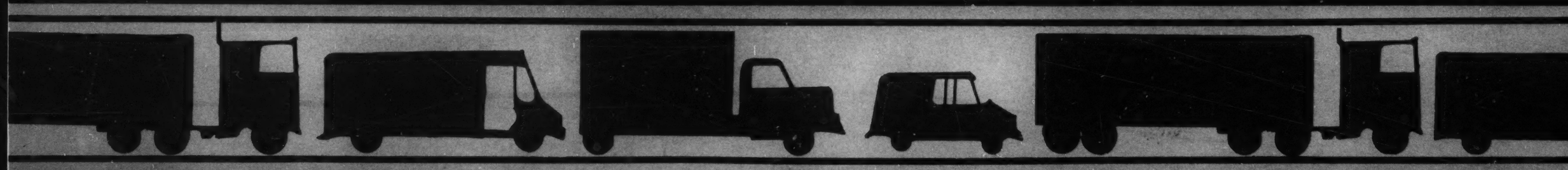
No. 1

Bakery Fleet Transportation Survey

Based on data compiled by the American Bakers Association.



BAKING equipment

Bakers' fleet profiled in truck census: types, engines, numbers, fuels, age, costs

Annual fleet fuel bill comes to $100 million, as vans, trucks & trailers travel 1 billion miles

This census, prepared by the Fleet Executives Committee of the American Bakers Association, provides basic information about the size, distribution and fuel usage pattern of the industry's fleet. Ira Dorfman, A.B.A. staff member who supervised preparation of the census, noted that it gives the association a statistical tool to help build lobbying positions on issues involving both trucking and energy policy.

"From a federal perspective," Mr. Dorfman said, "there are many regulations and laws that will affect the fleet. In the past, it has been difficult to assess the impact of all this on the industry.

"Presently, there is a new tax being considered on diesel fuel. Even with discussions in the A.B.A. Fleet Executives Committee, we can't really assess what this law will mean for the baking industry without numbers. With the data from the survey, we can plug the numbers into a formula and get a real idea of the significance of the legislation."

Such data give A.B.A.—and the rest of the baking and allied industries—a powerful tool. "In Washington, very few lobbyists have hard data to back up their statements. Figures are very persuasive. They make you more credible," said Mr. Dorfman.

Another motivation for conducting this first truck census was to assist fleet equipment manufacturers to better know the baking industry.

"The numbers will help convince people [at the fleet supplier] company to develop new products for our industry," he said. "These people can now go to their superiors with hard numbers about the potential of the market for the products."

Samples 40% of known universe

The total number of vehicles represented in the census—48,178 operated by 94 baking companies and 2,095 operated by 34 allied companies—can be conservatively considered as representing about 40% of the total fleet, according to A.B.A. (This would indicate a total baking fleet of some 120,000 vehicles.) It is well to note, however, that this study involves 15 baking companies operating more than 500 vehicles each.

Total number of vehicles	50,273	(100%)
Total number of baking companies	94	(96%)
Total number of allied companies	34	(4%)
Total number of walk-in/route vans	35,462	(71%)
Total number of trailers	5,766	(11%)
Total number of tractors	4,066	(8%)
Total number of cars	3,895	(8%)
Total number of straight trucks	1,084	(2%)

Finds heavier trucks in use

The truck census revealed higher-than-expected numbers of heavier trucks involved in baking fleet operations. "We thought that 90-95% of all trucks were under 10,000 lb. Many, many more than we thought are heavier," Mr. Dorfman explained. **Table 1** notes that 31% of the counted 39,741 trucks exceed the 10,000-lb range in gross vehicle weight (GVW). Truck ownership patterns stayed fairly consistent among various sized fleets **(Tables 2, 3 and 4),** although the heaviest concentration of walk-in/route vans was among companies operating the largest fleets:

Fleet size:	Walk-in/ route vans	Straight trucks	Tractors
15 bakeries, fleet size: >500 (33,678 trucks)	89%	3%	8%
19 bakeries, fleet size: 151-500 (3,604 trucks)	82%	4%	12%
60 bakeries, fleet size: ≤150 (2,459 trucks)	77%	4%	19%

Table 1: **Number of Vehicles**
(94 baking companies)

Type	Number counted	%
Walk-in/route vans		
10,000 lb GVW or less (27,313)		69%
10,001-15,000 lb GVW (7,532)		19%
15,001-19,500 lb GVW (281)		0.7%
Medium trucks (transports)		
19,501-26,000 lb GVW (496)		1%
26,001-33,000* lb GVW (445)		1%
Tractors		
Medium, 2-axle (2,989) 50,000 lb GCW or less		8%
Heavy, 3-axle (685) over 50,000 lb GCW		2%
TOTAL (39,741)		

*Totals include 16 heavy trucks (over 33,000 lb GVW).

Table 2: **Number of Vehicles at companies with more than 500 trucks**
(15 baking companies)

Type (Number)	% of all trucks (Table 1)
Walk-in/route vans	
10,000 lb GVW or less (23,766)	87%
10,001-15,000 lb GVW (6,331)	84%
15,001-19,500 lb GVW (165)	59%
Medium trucks (transports)	
19,501-26,000 lb GVW (251)	51%
26,001-33,000* lb GVW (369)	83%
Tractors	
Medium, 2-axle (2,398) 50,000 lb GCW or less	80%
Heavy, 3-axle (398) over 50,000 lb GCW	58%
TOTAL owned by these companies (33,678)	**85%**

*Totals include 5 heavy trucks (over 33,000 lb GVW). One "truck" symbolizes 10% of the Table 1 total.

Table 3: **Number of Vehicles at companies with 151-500 trucks**
(19 baking companies)

Type (Number)	% of all trucks (Table 1)
Walk-in/route vans	
10,000 lb GVW or less (2,328)	9%
10,001-15,000 lb GVW (540)	7%
15,001-19,500 lb GVW (92)	33%
Medium trucks (transports)	
19,501-26,000 lb GVW (211)	43%
26,001-33,000* lb GVW (11)	2%
Tractors	
Medium, 2-axle (299) 50,000 lb GCW or less	10%
Heavy, 3-axle (123) over 50,000 lb GCW	18%
TOTAL owned by these companies (3,604)	**9%**

*Totals include 7 heavy trucks (over 33,000 lb GVW). One "truck" symbolizes 10% of the Table 1 total.

A.B.A. has been actively trying to change regulations on heavier route trucks, and this finding gives pro-baker lobbyists strong ammunition in the fight to get such rules altered.

Almost one fifth of the baking fleet involves over-the-road tractor-trailer equipment. The census identified 3,674 tractors and 5,013 trailers being operated by bakers. Medium tractors—2-axle construction, weighing, 50,000 lb gross cargo weight (GCW), or less—compose 81% of the tractor census, as opposed to the heavier 3-axle tractors, weighing more than 50,000 lb, GCW **(Table 1).** However, tandem axle trailers far outnumbered any other variety of trailer operated by bakers. The census counted 752 (15%) single-axle trailers; 3,838 (77%) tandem-axle units; 369 (7%) refrigerated trailers. The rest of the bakers' trailer inventory involved 47 dry bulk (flour, sugar, etc.) trailers, two convertors and five "others."

Single-axle	752
Tandem-axle	3,838
Refrigerated (reefers)	369
Dry bulk (flour trailer, sugar, etc.)	47
Other	5
Convertors	2

Table 4: **Number of Vehicles at companies with 150 or less trucks**
(60 baking companies)

Type (Number)	% of all trucks (Table 1)
Walk-in/route vans	
10,000 lb GVW or less (1,219)	4%
10,001-15,000 lb GVW (661)	9%
15,001-19,5000 lb GVW (24)	9%
Medium trucks (transports)	
19,501-19,500 lb GVW (34)	7%
26,001-33,000* lb GVW (65)	15%
Tractors	
Medium, 2-axle (292) 50,000 lb GCW or less	10%
Heavy, 3-axle (164) over 50,000 lb GCW	24%
TOTAL owned by these companies (2,459)	**6%** **6%**

*Totals include 4 heavy trucks (over 33,000 lb GVW). One "truck" symbolizes 10% of the Table 1 total.

Throughout the census, the dominant pattern was for company-owned vehicles, accounting for 82% of all baker-operated vehicles. Most of the leased vehicles fell into the "truck" category, with 5,918 (16% of total) being leased: 5,445 on a lessor take-back arrangement and 473 on a full-service basis. One-third of the 3,415 total cars reported in the census were leased, with lessor take-back dominating 2:1 (685:313 in actual count) over full-service arrangements. The 80% own-versus-lease pattern was also present for tractors and trailers. Among tractors in the baking fleet, 2,890 were company-owned and 784 leased (455 full-service and 329 on a lessor take-back basis). Trailers owned by baking companies numbered 4,090 of the total 5,013 (533 were leased on a take-back basis, 390 were leased full-service).

Fleet fuel equation

The dominant fuel which powers the baking fleet was gasoline, and bakers reported 63% (25,076 vehicles) as having gasoline engines **(Table 5).** Indeed, the portion of the baking industry represented here pays nearly $100 million annually to fuel its fleet **(Tables 6 and 7).** Figuring that the A.B.A. survey covered 40% of the total baking universe, the annual fuel bill could run as high as $242 million. (Survey respondents reported gallons of fuel bought. Total fuel costs were projected using average fuel prices from August 1983 U.S. Dept. of Transportation statistics.)

The distribution of fuels confirms well-known patterns and suggests new thinking about emerging alternative fuels. Most light-weight (10,000 lb GVW or less) walk-in/route vans were gasoline powered, although 4,589 (17%) of the total 27,313 light vans used propane, and another 10 were noted to be electric powered. A dramatic change in engine style occurred as the weight rating of the bakers' walk-in/route vans increased. Among vehicles rated up to 5,000 lb more—the category of walk-in/route vans weighing 10,000 to 15,000 lb GVW—57% (4,326 of the total 7,532 total vehicles in this category) were diesel powered. While 2,792 (37%) used gasoline, 399 were propane fueled and 15 burned compressed natural gas (CNG); however, the 281 walk-in/route vans rated at 15,000 to 19,500 lb GVW used mostly gasoline engines, 87% **(Table 8).**

Medium trucks (transports) tended to be gasoline-fueled: 417 (84%) of the 496 lighter weight (19,501-26,000 lb GVW) units and 250 (58%) of the 429 heavier weight (26,001-33,000 lb GVW) trucks **(Table 9).** All 16 of the heavy trucks, those weighing more than 33,000 lb GVW, had diesel engines.

Diesel, too, was the overwhelming engine choice for bakery fleet tractors **(Table 10).** Among medium-sized, 2-axle tractors, 83% (2,485 of the total 2,989) had diesel engines, although six were propane-fueled. The rest (498) used gasoline engines. The 685 heavy-duty, 3-axle tractors were 99% diesel-fueled, with just seven gasoline engines in the reported results.

Repowering & conversion activity

In recent years, many fleet executives in the baking industry have voiced interest in converting existing vehicles for better fuel efficiency, either repowering chassis with diesel engines or converting to propane, CNG or other engine fuels. The census reported that 6,004 (22%) of the 27,313 light-weight (10,000 lb GVW or less) walk-in/route vans have been repowered or converted: 1,342 repowered with diesel; 4,581 converted to propane and 81 converted to CNG. Altogether, 6,622 (19%) of the 35,126 walk-in/route vans of all classes were noted for such engine and/or fuel changes: 1,521 repowered with diesel; 5,005 converted to propane; and 96 converted to CNG. Diesel was the choice for 20 of the 28 converted medium trucks in the 19,501-26,000-lb-GVW range, and propane conversion was done to 60 of the 61 reported medium trucks (26,001-33,000 lb GVW). In all, bakers reported that 6,748 trucks (14% of the total) had been so converted or repowered. Propane was the choice for three quarters of all trucks converted.

Walk-in/route vans changed	6,622
Straight trucks changed	90
Tractors changed	36

"The breakdown of gas/propane/diesel powered engines is interesting," commented Mr. Dorfman. "More vehicles used propane than we would have guessed. It isn't just an experiment, and propane issues can't just be brushed aside."

Travels one billion miles annually

The bakers' fleet measured in this census covers nearly one billion miles annually **(Table 11).** The average walk-in/route van is driven annually the equivalent of three quarters the way around the Earth.

Mileage figures confirmed a "quantum jump" pattern in the miles traveled by the different classifications of vehi-

Table 5: **Fuels Used: All Vehicles**

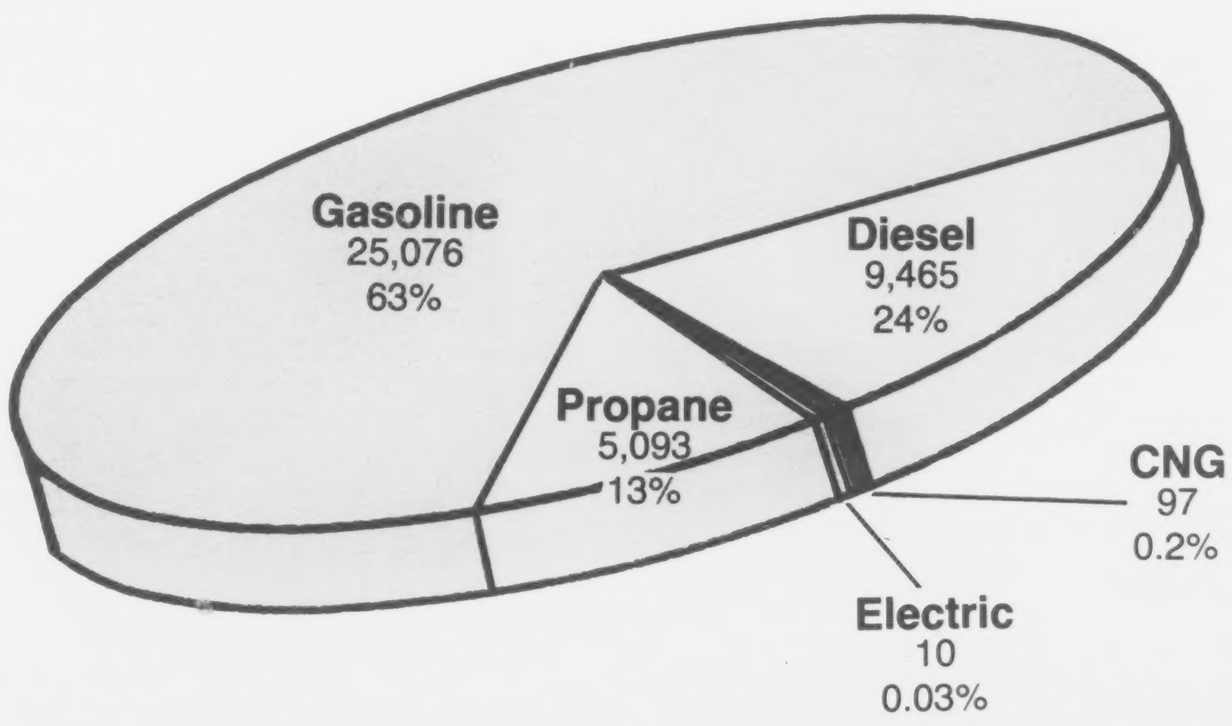


Table 6: **Fuels and Costs**
Total amount of fuel used

Type	Gallons
Gasoline	44,220,652
Diesel	51,939,425
Propane	15,732,244
CNG	125,000

0 11,000,000 22,000,000 33,000,000 44,000,000 55,000,000

Table 7: **Fuels and Costs**
Total cost of fuel used

Type	Price/gal*	Total cost
Gasoline	99¢	$43,778,445
Diesel	82¢	$42,590,328
Propane	66¢	$10,383,281
CNG	60¢	$75,000
TOTAL		$96,827,054

*Average price during July 1983 (CNG price is average for 1983 Received) according to U.S. Dept. of Transportation.

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Motor Vehicle Manufacturers Association of the United States, Inc.: December 21, 1971 through December 21, 1982, Report FS-20.

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P30 Value Van 14'6" Aluminum.

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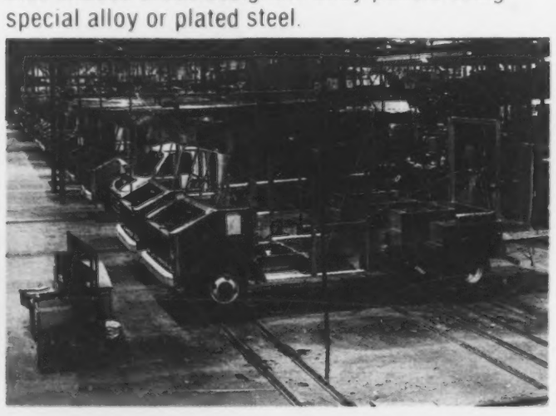
Blue shaded areas designate body panels using special alloy or plated steel.



Assembly line for aluminum bodies.

Step-Van/Value Van Steel. Aluminum bodies available.

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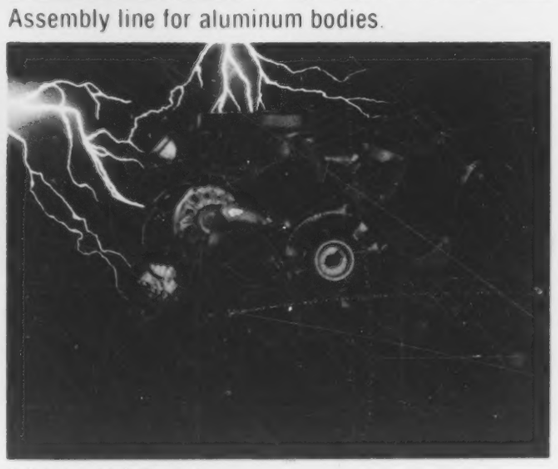
Series X-950 Aluminum bodies for GM Medium-Duty FC Chassis



6.2 Liter V-8 Diesel.

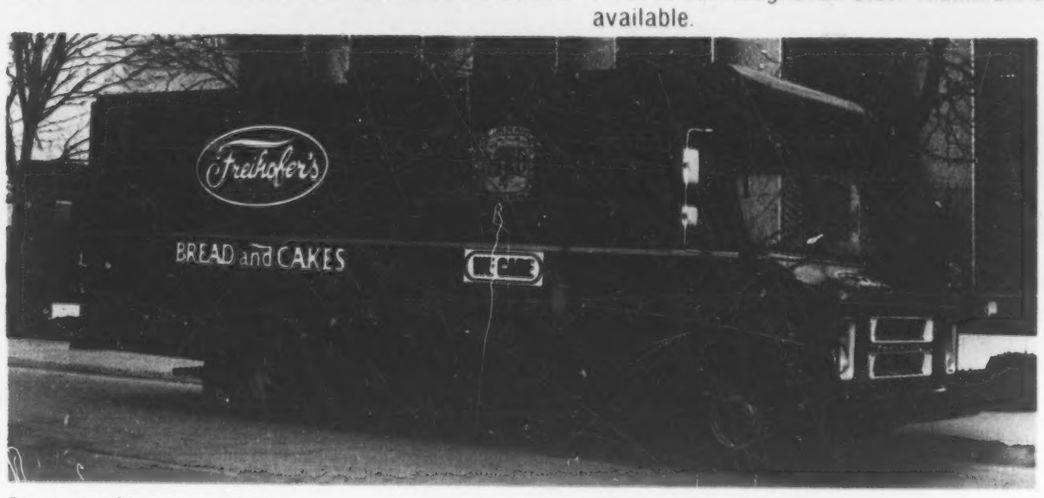


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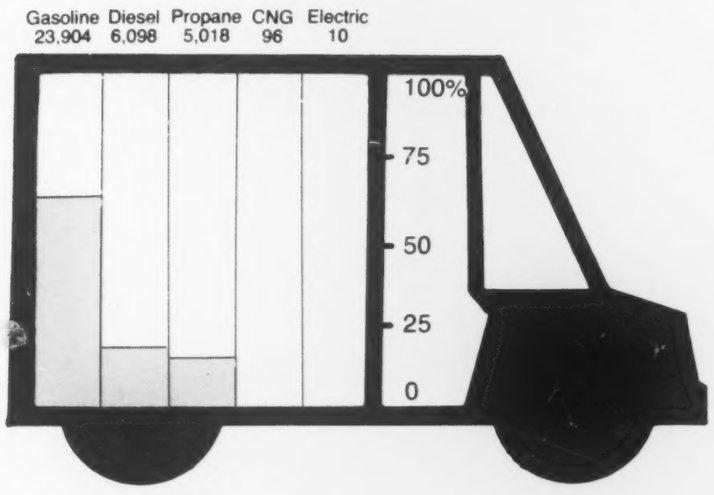
Table 8: **Fuels Used: Walk-in/Route Vans**



cles. The light-weight, walk-in/route vans showed averages in the mid-to-upper "teens," while heavier straight trucks averaged 4,000 to 14,000 more miles per year. The heaviest mileage, of course, was that logged by the tractors: almost 80,000 miles annually for each of the vehicles reported in the census. That's the equivalent of 3¼ times the circumference of the Earth.

In direct contrast—but not unexpectedly—the number of stops per day decreased as vehicle size and weight increased.

Walk-in/route vans (≤10,000 lb GVW)	31 stops
Walk-in/route vans (10,001-15,000 lb GVW)	26 stops
Walk-in/route vans (15,001-19,500 lb GVW)	28 stops
Medium trucks (19,501-26,000 lb GVW)	11 stops
Medium trucks (26,001-33,000 lb GVW)	15 stops
Heavy trucks (>33,000 lb GVW)	10 stops
Medium tractors, 2-axle	7 stops
Heavy tractors, 3-axle	4 stops

One thing that remained surprisingly constant, however, were the top speeds reported by bakers for their fleets: every vehicle category was rated in the narrow range of averages 54 to 58 mph. The only exception were the heaviest of the walk-in/route trucks, those weighing 15,001-26,000 lb GVW, which averaged 44 mph in top speed.

Early readers of this truck census were somewhat surprised at the city-street driving versus highway driving ratios reported for the walk-in/route vans **(Table 12).** The higher-than-expected percentages for highway driving of these lighter vehicles might be laid to the widening service radii for today's baking plants. In addition, most large cities—even modest-sized metropolitan areas—have well-established highway and expressway systems. More statistical work here would clarify this result.

Vehicle, chassis age surveyed

Questions about vehicle age, too, produced slightly higher totals than might be expected: 39% of the vehicles in the bakers' fleet are 10 or more years old **(Table 13).** Among the walk-in/route vans, age was more evenly distributed, with 44% (15,501) of the total 35,126 units older than 10 years.

Walk-in/route vans		
<5 years old	9,361	(27%)
5-10 years old	10,264	(29%)
10-15 years old	10,289	(29%)
>15 years old	5,212	(15%)

Medium and heavy trucks tended to be newer, with 85% (803) of the total 941 vehicles 10 or fewer years old. This was also the pattern among tractors, with 81% (2,993) of the total 3,674 vehicles 10 or fewer years old, although 41% were fewer than five years old.

Trucks <5 years old	250	(27%)
Trucks 5-10 years old	553	(59%)
Trucks 10-15 years old	96	(10%)
Trucks >15 years old	42	(4%)
Tractors <5 years old	1,488	(41%)
Tractors 5-10 years old	1,505	(41%)
Tractors 10-15 years old	586	(16%)
Tractors >15 years old	95	(3%)

Along with overall vehicle age, chassis age was reported by the A.B.A. Truck Census **(Table 14).** Here, too, the lightest weight vehicles—the walk-in/route vans rated at 10,000 lb or less GVW—showed the longest service life: 18.2 years. **(Table 15** reports the weighted averages for service life of the bodies of walk-in/route vans.) Trailer chassis, too, gave bakers many years of active life.

Single-axle trailers	14.6 years
Tandem-axle trailers	15.6 years
Refrigerated trailers (reefers)	9.4 years
Dry bulk trailers	14.6 years

Importance of maintenance

"The age question was most telling," Mr. Dorfman commented. "In gathering the data here, we got calls from company presidents who knew they haven't recently bought new vehicles, but whose eyes were opened—by filling out this survey—to exactly how aged their fleets had become. They realize that if they don't address the age problem now, they will be jeopardizing the ability to deliver their products on a timely basis. Preventive maintenance has been traditionally pushed aside for more popular projects, but now it must become a major priority.

Bakers' perception of parts availability as a source of down time problems ran the entire spectrum: 24% said this was not a problem; 21% noted an infrequent problem; 23% reported a moderate problem; and 10% said that parts availability was a big problem, creating down time. Baking fleets generally found parts for vehicles older than five years in good availability. Census participants reported:

Part:	Good Availability	Poor Availability
Body	51%	16%
Body hardware	58%	11%
Differential	47%	21%
Electrical system	53%	15%
Engine	62%	7%
Suspension	45%	21%
Transmission	44%	22%

Maintenance costs were examined in the A.B.A. Truck Census. Asked about walk-in/route van tires, 51 respondents noted an average annual tire budget of $133,430. During a year, these companies would have spent a total of $6.8 million altogether for tires. This

Table 9: **Fuels Used: Trucks**

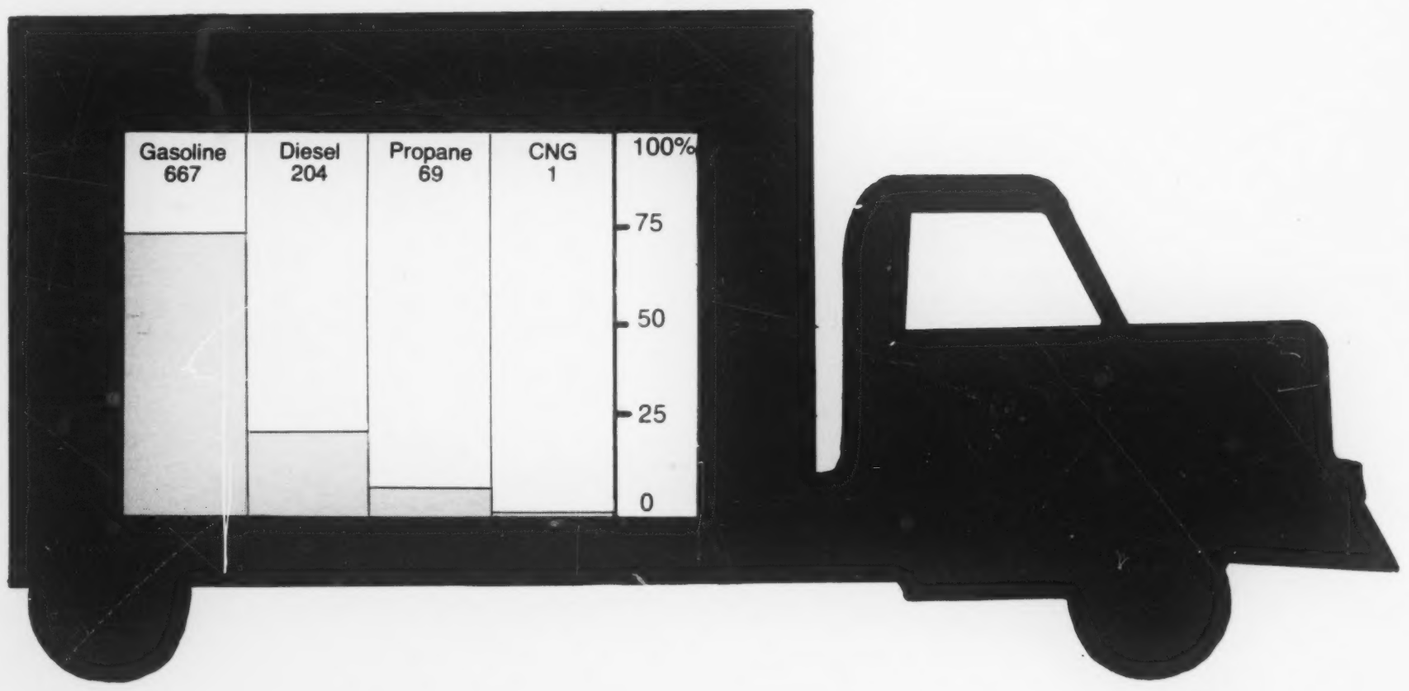
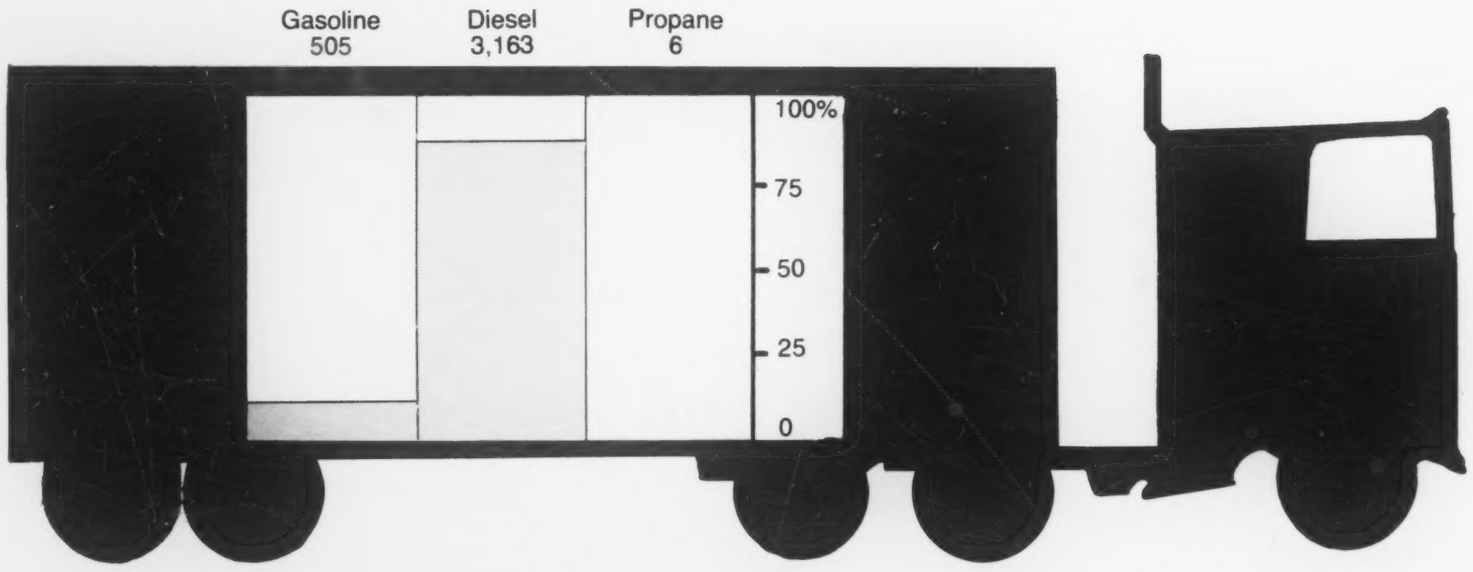


Table 10: **Fuels Used: Tractors**



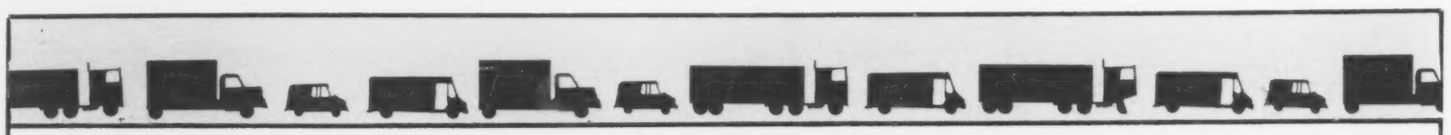


Table 11: **How Many Miles Do They Cover?**

Type (Total miles)	Average (0 — 28,000 — 56,000 — 84,000 — 112,000)
Walk-in/route vans	
10,000 lb GVW or less (536,577,300)	19,645
10,001-15,000 lb GVW (139,820,599)	18,564
15,001-19,500 lb GVW (4,378,510)	15,582
Medium trucks (transports)	
19,501-26,000 lb GVW (11,358,637)	22,900
26,001-33,000 lb GVW (13,925,307)	32,460
Heavy trucks	
Over 33,000 lb GVW (1,782,303)	111,394
Tractors	
Medium, 2-axle 50,000 lb GCW or less (233,734,417)	78,198
Heavy, 3-axle over 50,000 lb GCW (54,694,046)	79,845
TOTAL (996,271,119)	

figure covers 41,581 bias ply tires and 3,282 radial tires.

Bakers reported that engines and transmissions were the major maintenance items, in terms of cost and time, for walk-in/route vans.

Industry practice varies in how much finishing (paint, engine tune, decals, etc.) a baking company requests from the supplier of its new vehicles. Some prefer to do this entirely in-house, while others expect a vehicle to be "road ready" on delivery. Survey respondents said that they spent an average of 12.5 man hours preparing the body and 8 man hours on the chassis of a new vehicle for service once they took delivery.

A continuing project

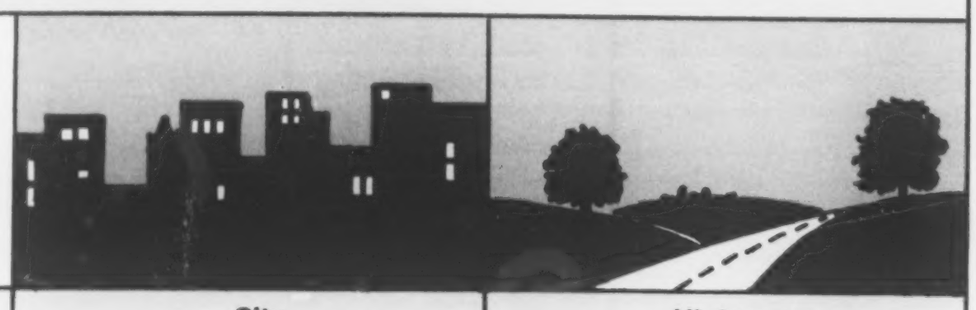
Summarizing the results of the A.B.A. Fleet Executives Committee work, Mr. Dorfman said, "We're pleased with the result. We anticipate putting this data on our in-house computer. The ability to update the data will therefore be easier as we continue the census series." ■

Table 13: **Vehicle Age**

	% 0 10 20 30
Under 5 years old (12,860)	29%
5-10 years old (14,563)	33%
10-15 years old (11,798)	26%
Over 15 years old (5,489)	12%
TOTAL (44,730)	

Table 12: **Where Driven?**

Percentage of driving on city streets v. open highway



Type	City	Highway
	%	%
Walk-in/route vans		
10,000 lb GVW or less	60	40
10,001-15,000 lb GVW	56	44
15,001-19,500 lb GVW	38	62
Medium trucks (transports)		
19,501-26,000 lb GVW	43	57
26,001-33,000 lb GVW	62	38
Heavy trucks		
Over 33,000 lb GVW	29	71
Tractors		
Medium, 2-axle 50,000 lb GCW or less	15	85
Heavy, 3-axle over 50,000 lb GCW	17	83

% 100 80 60 40 20 0 20 40 60 80 100

Table 14: **Average Chassis Life**

Type	Weighted Avg. (Years)
Walk-in/route vans	
10,000 lb GVW or less	18.7
10,001-15,000 lb GVW	16.8
15,001-19,500 lb GVW	10.5
Medium trucks (transports)	
19,501-26,000 lb GVW	14.1
26,001-33,000 lb GVW	10.2
Heavy trucks	
Over 33,000 lb GVW	10.2
Tractors	
Medium, 2-axle 50,000 lb GCW or less	12.2
Heavy, 3-axle over 50,000 lb GCW	7.7

Years 0 5 10 15 20

Table 15: **Average Life of Walk-in/Route Van Bodies**

Vehicle weight	Weighted Ave. (Years) 0 5 10 15 20
10,000 lb GVW or less	19.1
10,001-15,000 lb GVW	17.0
15,001-19,500 lb GVW	10.4

Vehicle type and operating statistics for 94 baking companies, by fleet size

Class 1: Companies with >500 vehicles
(15 baking companies)
39,970 vehicles in total

Vehicle	Total	Company owned	Full-service Lease	Lessor take-back
Cars	2,535	1,664	273	598
Trucks	30,882	25,275	173	5,434
Tractors	2,796	2,320	201	275
Trailers	3,757	3,100	162	495

Vehicle	Engine type Gasoline	Diesel	Propane	CNG
Walk-in/route van*[1]	17,624	1,636	4,415	81
Walk-in/route van[2]	2,076	4,200	40	15
Walk-in/route van[3]	140	1	24	—
Medium truck[4]	211	37	2	1
Medium truck[5]	233	71	60	—
Heavy truck[6]	—	5	—	—
Medium tractor[7]	415	1,982	1	—
Heavy tractor[8]	3	395	—	—

Vehicles converted	Diesel repowered	Propane converted	CNG converted
Walk-in/route van[1]	1,279	4,415	81
Walk-in/route van[2]	150	40	15
Walk-in/route van[3]	1	24	—
Medium truck[4]	10	1	—
Medium truck[5]	—	60	—
Heavy truck[6]	—	—	—
Medium tractor[7]	10	1	—
Heavy tractor[8]	—	—	—

Vehicle age	<5 years	5-10 years	10-15 years	>15 years
Walk-in/route van[1]	7,199	6,266	5,845	4,456
Walk-in/route van[2]	682	2,413	3,109	127
Walk-in/route van[3]	105	60	—	—
Medium truck[4]	48	189	9	5
Medium truck[5]	149	205	8	2
Heavy truck[6]	5	—	—	—
Medium tractor[7]	752	1,119	448	79
Heavy tractor[8]	250	146	2	—
Single-axle trailer	114	157	95	29
Tandem-axle trailer	1,124	1,487	518	83
Reefer	36	78	2	—
Dry bulk & other	6	11	12	5

Vehicle	Average miles driven	Number stops	Top speed mph	Local : Highway
Walk-in/route van[1]	19,782	31	57	56 : 44
Walk-in/route van[2]	18,211	27	50	75 : 25
Walk-in/route van[3]	6,196	35	30	100 : 0
Medium truck[4]	24,167	20	58	58 : 42
Medium truck[5]	32,125	16	58	22 : 78
Heavy truck[6]	—	—	—	—
Medium tractor[7]	80,814	5	56	13 : 87
Heavy tractor[8]	84,972	4	55	15 : 85

Vehicle	Chassis life weighted avg. years	Body life weighted avg. years
Walk-in/route van[1]	18.6	19.5
Walk-in/route van[2]	16.9	17.1
Walk-in/route van[3]	10.0	10.0
Medium truck[4]	13.5	
Medium truck[5]	10.0	
Heavy truck[6]	—	
Medium tractor[7]	12.6	
Heavy tractor[8]	8.6	
Single-axle trailer	15.0	
Tandem-axle trailer	16.4	
Reefer	11.7	
Dry bulk & other	13.5	

References: *Also 10 electric-powered vehicles. [1]<10,000 lb GVW. [2]10,001-15,000 lb GVW. [3]15,001-19,500 lb GVW. [4]19,501-26,000 lb GVW. [5]26,001-33,000 lb GVW. [6]>30,000 lb GVW. [7]<50,000 lb GCW. [8]>50,000 lb GCW.

Class 2: Companies with 151-500 vehicles
(19 baking companies)
4,666 vehicles in total

Vehicle*	Total	Company owned	Full-service Lease	Lessor take-back
Cars	419	400	19	—
Trucks	3,182	3,064	118	—
Tractors	422	300	109	13
Trailers	634	478	136	20

Vehicle	Engine type Gasoline	Diesel	Propane	CNG
Walk-in/route van[1]	2,172	53	103	—
Walk-in/route van[2]	271	51	218	—
Walk-in/route van[3]	84	2	6	—
Medium truck[4]	185	19	7	—
Medium truck[5]	—	4	—	—
Heavy truck[6]	—	7	—	—
Medium tractor[7]	43	256	—	—
Heavy tractor[8]	1	122	—	—

Vehicles converted	Diesel repowered	Propane converted	CNG converted
Walk-in/route van[1]	31	87	—
Walk-in/route van[2]	—	218	—
Walk-in/route van[3]	2	6	—
Medium truck[4]	10	7	—
Medium truck[5]	—	—	—
Heavy truck[6]	—	—	—
Medium tractor[7]	21	—	—
Heavy tractor[8]	1	—	—

Vehicle	Average miles driven	Number stops	Top speed mph	Local : Highway
Walk-in/route van[1]	17,884	31	57	62 : 38
Walk-in/route van[2]	16,128	26	56	60 : 40
Walk-in/route van[3]	28,000	—	—	—
Medium truck[4]	21,774	8	54	41 : 59
Medium truck[5]	8,500	19	47	73 : 27
Heavy truck[6]	140,000	4	60	15 : 85
Medium tractor[7]	73,843	7	57	15 : 85
Heavy tractor[8]	62,228	4	60	22 : 78

Vehicle age	<5 years	5-10 years	10-15 years	>15 years
Walk-in/route van[1]	712	603	580	433
Walk-in/route van[2]	110	155	275	—
Walk-in/route van[3]	—	92	—	—
Medium truck[4]	10	123	57	21
Medium truck[5]	—	4	—	—
Heavy truck[6]	3	4	—	—
Medium tractor[7]	115	98	72	11
Heavy tractor[8]	95	25	3	—
Single-axle trailer	58	9	56	24
Tandem-axle trailer	152	136	46	2
Reefer	22	97	2	—
Dry bulk	2	—	4	2

Vehicle	Chassis life weighted avg. years	Body life weighted avg. years
Walk-in/route van[1]	14.4	16.7
Walk-in/route van[2]	15.6	15.9
Walk-in/route van[3]	10.0	10.0
Medium truck[4]	15.6	
Medium truck[5]	17.5	
Heavy truck[6]	12.0	
Medium tractor[7]	10.2	
Heavy tractor[8]	5.5	
Single-axle trailer	16.8	
Tandem-axle trailer	11.3	
Reefer	9.8	
Dry bulk	19.6	

References: *Other vehicles: 9. [1]<10,000 lb GVW. [2]10,001-15,000 lb GVW. [3]15,001-19,500 lb GVW. [4]19,501-26,000 lb GVW. [5]26,001-33,000 lb GVW. [6]>30,000 lb GVW. [7]<50,000 lb GCW. [8]>50,000 lb GCW.